

Personal Statement Regarding the Cosco Busan Allision of 7 Nov 07

On 7 Nov 2007 I was on the day watch at Vessel Traffic Service San Francisco. At approximately 0720 hrs, I assumed the "Central Bay" position of the watch that covers most of the inshore area of responsibility (AOR). Unit "R," aboard the 902' container ship Cosco Busan, was preparing at Oakland 56 [a berth at the container terminal] for sea. Visibility was extremely poor throughout the central bay area with reports ranging from 1/8 – 1/4 nautical mile visibility. At approximately 0743 hrs, Unit "R" informed me that he intended to proceed with his transit.

At approximately 0829 hrs, I and the offshore operator [REDACTED] noted that, as the Cosco Busan was proceeding through the Oakland Bar Channel, the vessel's heading appeared to be veering too far to port for an approach to the "DE" span of the Oakland Bay Bridge. Since Unit "R" had specified he intended to use the "DE" span, I immediately called him to ask his intentions. I also informed him that, according to the Busan's AIS data, the ship was on a 235 [true] degrees heading. Unit "R" then stated that the ship was steering 280 and that he still intended the "DE" span. I then acknowledged his intentions.

At approximately 0830 hrs, Unit "R" called to say that the Busan had struck the "D" tower of the Oakland Bay Bridge and that they were proceeding to anchor in Anchorage 7. At this point, since the visibility was still poor, I commenced notifying vessels in the area while the Watch Supervisor [REDACTED] commenced his notifications. At approximately 0850 hrs, Unit "R" reported the Cosco Busan anchored in Anchorage 7. These are the facts, as I recall them, pertaining to the transit and subsequent allision of the container vessel Cosco Busan (VRDI6).

[REDACTED]

[REDACTED], Vessel Traffic Management Specialist,
VTS San Francisco, California

9 November 2007